

1-23. (CANCELED)

24. (CURRENTLY AMENDED) A multi-step transmission ~~[[in]]~~ of a planetary construction, ~~especially an automatic transmission~~ for a motor vehicle, including comprising:

an input shaft (1) and an output shaft (2)[[.]] which are arranged in a housing (G),

first, second and third ~~spider supported~~ planetary gear[[s]] sets (P1, P2, P3),

at least third, fourth, fifth, sixth, and seventh ~~seven rotational~~ shaft[[s]] ([[1, 2,]] 3, 4, 5, 6, 7), as well as at least six shifting elements (00, 03, 13, 36, 45, 47, 67), including brakes and clutches, whose selective engagement brings about different reduction ratios between the input shaft (1) and the output shaft (2)[[.]] so that seven forward gears and one reverse gear ~~[[can be]]~~ are realized, drive input takes place through the input shaft (1)[[.]] which is continuously connected with ~~[[an]]~~ a first element of the first planetary gear set (P1), ~~wherein a further element of the first planetary gear set (P1) is torsion-resistantly connected~~ fixed with the housing (G) ~~through~~ via an eighth fixed shaft (0), drive output takes place through the output shaft (2)[[.]] which is continuously in connection with a planet carrier of the second planetary gear set (P2) and a ring gear of the third planetary gear set (P3), ~~wherein a~~ the third shaft (3) is continuously connected with a planet carrier of the third planetary gear set (P3), ~~[[a]]~~ the fourth shaft (4) is continuously connected with a ring gear of the second planetary gear set (P2), ~~[[a]]~~ the fifth shaft (5) is continuously connected with a ring gear of the first planetary gear set (P1), ~~[[a]]~~ the sixth shaft (6) is continuously connected with a sun wheel of the second planetary gear set (P2), ~~[[a]]~~ the seventh shaft (7) is continuously connected with a sun wheel of the third planetary gear set (P3), ~~whereby~~ the third shaft (3) can be coupled to the housing (G) through a first brake (03), a first clutch (13) detachably connects the input shaft (1) and the third shaft (3) with ~~[[each]]~~ one another, a second clutch (36) detachably connects the third shaft (3) and the sixth shaft (6) with ~~[[each]]~~ one another, a third clutch (45) detachably connects the fourth shaft (4) and the fifth shaft (5) with ~~[[each]]~~ one another, and ~~whereby a fourth and~~ [[a]] fifth clutches (47, 67) detachably connect[[s]] the fourth shaft (4) and the sixth shaft (6)

with ~~[[each]]~~ one another, the fourth clutch (47) detachably connects the fourth shaft (4) and the seventh shaft (7) with ~~[[each]]~~ one another, and ~~whereby~~ the fifth clutch (67) detachably connects the sixth shaft (6) and the seventh shaft (7) with ~~[[each]]~~ one another.

25. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the input shaft (1) is continuously connected with a sun wheel of the first planetary gear set (P1)[[.]] and a planet carrier of the first planetary gear set (P1) is connected with the housing (G).

26. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the input shaft (1) is continuously connected with a planet carrier of the first planetary gear set (P1)[[.]] and a sun wheel of the first planetary gearset (P1) is connected with the housing (G).

27. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the second planetary gear set (P2)[[.]] and the third planetary gear set (P3) are ~~constructed as minus~~ negative planetary gear sets, and the first planetary gear set (P1) is ~~constructed as a plus~~ a positive planetary gear set.

28. (CURRENTLY AMENDED) ~~The multi-step transmission according to claim 24, wherein~~ A multi-step transmission of a planetary construction for a motor vehicle, comprising:

an input shaft (1) and an output shaft (2) which are arranged in a housing (G);

first, second and third planetary gear sets(P1, P2, P3);

at least third, fourth, fifth, sixth, and seventh shaft (3, 4, 5, 6, 7), as well as at least six shifting elements (00, 03, 13, 36, 45, 47, 67), including brakes and clutches, whose selective engagement brings about different reduction ratios between the input shaft (1) and the output shaft (2) so that seven forward gears and one reverse gear are realized, drive input takes place through the input shaft (1) which is continuously connected with a first element of the first planetary gear set (P1), a fixed connection further element of the first planetary gear set (P1) with the housing (G) can be replaced with a detachable connection is detachably connected, via an eighth shaft (0), with the housing (G) by means of a second brake (00); drive output takes place

through the output shaft (2) which is continuously in connection with a planet carrier of the second planetary gear set (P2) and a ring gear of the third planetary gear set (P3), the third shaft (3) is continuously connected with a planet carrier of the third planetary gear set (P3), the fourth shaft (4) is continuously connected with a ring gear of the second planetary gear set (P2), the fifth shaft (5) is continuously connected with a ring gear of the first planetary gear set (P1), the sixth shaft (6) is continuously connected with a sun gear of the second planetary gear set (P2), the seventh shaft (7) is continuously connected with a sun gear of the third planetary gear set (P3), the third shaft (3) can be coupled to the housing (G) through engagement of a first brake (03) and the second brake (00), a first clutch (13) detachably connects the input shaft (1) and the third shaft (3) with one another, a second clutch (36) detachably connects the third shaft (3) and the sixth shaft (6) with one another, a third clutch (45) detachably connects the fourth shaft (4) and the fifth shaft (5) with one another, and fourth and fifth clutches (47, 67) detachably connect the fourth shaft (4) and the sixth shaft (6) with one another, the fourth clutch (47) detachably connects the fourth shaft (4) and the seventh shaft (7) with one another, and the fifth clutch (67) detachably connects the sixth shaft (6) and the seventh shaft (7) with one another.

29. (CURRENTLY AMENDED) The multi-step transmission according to claim 28, wherein one of an electric machine ~~[[or]]~~ and a further input shaft ~~may be arranged is located~~ on the eighth fixed shaft (0) ~~detached from detachably connected with~~ the housing (G).

30. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the multi-step transmission has a ~~additional free wheels can be used on any suitable position.~~

31. (CURRENTLY AMENDED) The multi-step transmission according to claim 30, wherein the free wheels ~~are~~ is provided between at least one of the at least seven rotational input, the output, the third, the fourth, the fifth, the sixth and the seventh shafts (1, 2, 3, 4, 5, 6, 7)[[.]] and the housing (G).

32. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the input shaft and the output shafts (1, 2) are provided on a same side of the housing.

33. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein one ~~or more~~ of an axle differential and an inter-axle differential is ~~arranged~~ located on an input side or an output side of the multi-step transmission. ❖❖

34. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the input shaft (1) ~~[[can be]]~~ is separated from a ~~drive motor through~~ prime mover by a clutch element. ❖❖

35. (PREVIOUSLY PRESENTED) The multi-step transmission according to claim 34, wherein the clutch element is one of a hydrodynamic converter, a hydraulic clutch, a dry starting clutch, a wet starting clutch, a magnetic powder clutch, and a centrifugal clutch.

36. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein an external starting element ~~can be arranged behind~~ is located in a power flow direction downstream of the multi-step transmission in a direction of a power flow, whereby and the input shaft (1) has a fixed connection with a crankshaft of a ~~[[motor]]~~ prime mover. ❖❖❖❖

37. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein starting takes place ~~using a~~ by engagement of one of the at least six shifting elements (00, 03, 13, 36, 45, 47, 67) of the multi-stage transmission whereby and the input shaft (1) is continuously connected with a crankshaft of a ~~[[motor]]~~ prime mover. ❖❖❖❖

38. (CURRENTLY AMENDED) The multi-step transmission according to claim 37, wherein one of the third clutch (45) ~~[[or]]~~ and the first brake (03) ~~can be used as~~ is used as the [[a]] shifting element for starting the multi-step transmission. ❖❖

39. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein a torsion vibration damper ~~can be arranged~~ is located between a ~~[[motor]]~~ prime mover and the multi-step transmission. ❖❖

40. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein ~~a wear-free brake can be arranged on each of the at least seven rotational shafts~~ one of the input shaft (1) and the output shaft (2) has a retarder. ❖❖

41. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein an auxiliary output ~~[[can be]]~~ is arranged on ~~each of the~~ at least ❖❖

~~seven rotational shafts~~ one of the input shaft, the output shaft, the third shaft, the fourth shaft, the fifth shaft, the six shaft and the seventh shaft (1, 2, 3, 4, 5, 6, 7) for driving an additional unit[[s]].

42. (CURRENTLY AMENDED) The multi-step transmission according to claim 41, wherein the auxiliary output [[can be]] is arranged on one of the input shaft (1) [[or]] and the output shaft (2).

43. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein the shifting elements are ~~constructed as~~ one of power-shifting clutches or brakes.

44. (CURRENTLY AMENDED) The multi-step transmission according to claim 43, wherein ~~one or more of~~ the shifting elements (00, 03, 13, 36, 45, 47, 67) comprise one of multi-plate clutches, band brakes, and cone couplings ~~can be used~~.

45. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein at least one or more of the shifting elements (00, 03, 13, 36, 45, 47, 67) comprise one of positive-locking brakes and clutches ~~are provided as shifting elements~~.

46. (CURRENTLY AMENDED) The multi-step transmission according to claim 24, wherein an electrical machine [[can be]] is attached on ~~each shaft~~ at least one of the input shaft, the output shaft, the third shaft, the fourth shaft, the fifth shaft, the six shaft and the seventh shaft (1, 2, 3, 4, 5, 6, 7) as one of a generator[[,]] and [[as]] an additional drive machine.